





## DIARY OF THE WAR.

FROM THE DATE OF CRONJE'S SURRENDER.

- 27th Feb.—4,000 Boers under Cronje surrender to Lord Roberts on the anniversary of Manbua.
- 28th Feb.—Dundonald enters Ladysmith. End of the siege.
- 1st March—Roberts and Kitchener pay a flying visit to Kimberley.
- 2nd March—Roberts goes to Ofontein. British troops in the Free State in touch with 7,000 Boers. Resistance expected on the Madder River, near Abraham's Kruul. Buller reports Natal clear as far as Vaalreun's Pass.
- 3rd March—President Kruger of a visit to the Free State.
- 4th March—Brabant and the Colonials meet with a stubborn resistance near Dordrecht.
- 5th March—Clements reports that our troops hold Achttertang, but the Boers are in strong force at Norval's Pont. Brabant victorious near Dordrecht.
- 6th March—Gataore enters Stormberg. Revolt in Cape Colony; 3,000 reported in arms.
- 7th March—Roberts turns the Boer position on the Madder. Enemy in full retreat. British headquarters at Poplar's Drift.
- 8th March—Kellie-Kenny advances 10 miles on through the Free State. Gataore occupies Burghersdorp, and Clements Norval's Pont.
- 9th March—Cape Colony completely evacuated by the Boers.
- 10th March—British troops concentrating on Bloemfontein not by enemy at Driefontein. Cavalry turn the position and the Boers are defeated.
- 11th March—Roberts reaches Ansovoel Kop Gataore at Bellville Bridge.
- 12th March—French occupies a position commanding Bloemfontein. The Boer President makes overtures for peace on the basis of independence.
- 13th March—General Roberts occupies Bloemfontein. Free State capital removed to Kroonstad.
- 14th March—Brabant occupies Alwal North.
- 15th March—Gataore crosses the Orange River, and with Clements opens direct communication with Roberts.
- 16th March—Line from Capetown to Bloemfontein clear.
- 18th March—Plumer within 14 miles of Mafeking. Methuen at Warrenton.

## GERMANY AND CHINA.

In an article on German interests in China, the *Berliner Neueste Nachrichten* says that the commerce of the Southern provinces is the most valuable, and that it must necessarily be developed chiefly by England and France. On the other hand, there is plenty of scope for German enterprise in the North. Although the Germans may find that in some Northern regions the English have foreclosed them, this ought to oppose no serious obstacle to German expansion. In the North the English are too far removed from their real base of operations to be able to place any difficulties in the path of a systematic German advance. The fact that the English have diverged into these districts is an evidence of their value. These British settlements are connected with discoveries of gold, of which the importance cannot yet be estimated. Germany ought to imitate the example of Russia in establishing postal stations on the great highways of communication and waterways, and "to regard every position who carries the German mail as a German pioneer." Finally, attention is directed to the necessity of "no longer tolerating Chinese Customs offices in the Chinese possessions of Germany, since the chiefs of these institutions are invariably in the service of British interests."

## BRITAIN AND THE NICARAGUA CANAL.

For a piece of bad reasoning, commend us to the last copy of the *San Francisco Chronicle* which arrived by yesterday's mail. Speaking of a rumour that the French Government has expressed itself satisfied with the provisions of the canal treaty, the *Chronicle* writer says that the expression, if true, would be as unarranted a piece of impertinence as would have been the expression of official opinion by the United States upon the merits of the treaty under which French subjects dug the Suez canal years ago. "What arrangements France made with Egypt for the construction of the Suez Canal," it continues, "were none of our business. What arrangements we may make with Nicaragua and Costa Rica for the building of an isthmian canal is no business of France. Neither be it remembered, is it any business of Great Britain. The folly of our negotiators in conceding to Great Britain the right to be consulted in our arrangements with Central American nations should be apparent to all. In the case of the Nicaragua Canal Great Britain, in the island of Jamaica, is planted squarely in front of the Atlantic outlet, and between it and any possession of the United States, just as in the case of the 'neutral' Suez Canal, she dominates it from Gibraltar, Malta, Cyprus, and, upon the side, Aden. The neutrality of the Suez Canal is a farce, so long as Great Britain retains her naval supremacy and these bases of operation. We want no such 'neutral' canals on this side, nor do the people of the United States want to put their money into a piece of property which they cannot employ to their own special advantage, and which they cannot defend."

Here is the wearisome old fallacy again of England being a purely European power on the same footing as France. Here, too, is the specious use of the Suez Canal analogy on one point and its scornful rejection on another. But, after all, the *San Francisco Chronicle* does not look after the policy of the United States Government, whereas those who do are not likely to be led away by mere clap-trap such as we have quoted above.

## LATEST STEAMER MOVEMENTS.

- The O. S. S. Co's steamer *Ixion* left Singapore on 19th inst. and is due in Hongkong on 24th inst.
- The N. Y. K. steamer *Yokota Maru* (Australian line) left Manila for this port on the 20th inst., and is expected to arrive here on the 22nd March.
- The steamer *Carlisle City* left San Diego on the 17th inst.
- The N. P. steamer *Monmouthshire* has arrived at Yokohama and sailed on the 20th inst. for Portland, Oregon.

## VESSELS PASSED ANJER.

- Feb. 24, Dutch ship, *Hugo Molenaar*, Schenk, Nov. 18, from Rotterdam for Batavia.
- Feb. 27, Dutch str., *Burgomesterden Tex*, Hubert, Jan. 21, from Amsterdam for Batavia.
- Feb. 28, British ship, *Albania*, Brownell, Feb. 12, from Singapore for New York.
- Feb. 28, Dutch str., *Morphy*, Mink, Feb. 23, from Batavia for Rotterdam.
- Mar. 1, British bark, *Ansonia*, Salter, from Manila.
- Mar. 6, British str., *Morphy*, Duncan, Jan. 30, from London for Batavia.
- Mar. 7, Dutch str., *Scabbing*, de Boer, Jan. 27, from Rotterdam for Batavia.
- Mar. 7, Dutch str., *Konigra*, Wilhelmina Bakker, March 7, from Batavia for Amsterdam.

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MITSUI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 10th August, 1899.

[2743]

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- Mr. J. E. Barlow.
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H. A. RITCHIE, Superintendent.

Hongkong, 16th March, 1900.

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Goods not cleared by the 21st inst., at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

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A DOCTOR'S TESTIMONY.

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[1619]

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MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.

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MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.
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MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.
MASSILLON	NEW YORK	On 24th Mar.

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EMPRESS OF JAPAN	Comdr. G. A. Lee, R.N.R.	WEDNESDAY, 21st April, 1900

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LONDON, &c.	MASSILLON	Brit. str.	A. Symonds	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON, &c.	MASSILLON	Brit. str.	A. Symonds	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON, &c.	MASSILLON	Brit. str.	A. Symonds	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON, &c.	MASSILLON	Brit. str.	A. Symonds	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON, &c.	MASSILLON	Brit. str.	A. Symonds	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON, &c.	MASSILLON	Brit. str.	A. Symonds	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON, &c.	MASSILLON	Brit. str.	A. Symonds	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON, &c.	MASSILLON	Brit. str.	A. Symonds	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON, &c.	MASSILLON	Brit. str.	A. Symonds	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON, &c.	MASSILLON	Brit. str.	A. Symonds	P. & O. S. N. Co.	On 24th inst. at Noon.

## VESSELS ON THE BERTH

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Dabovich United Companies.)

STEAM FOR SINGAPORE, PENANG, AND HONGKONG.

Having connection with the Suez Canal.

MASSILLON, KOBÉ, YOKOHAMA, AND SHANGHAI.

MASSILLON, KOBÉ, YOKOHAMA, AND SHANGHAI.

MASSILLON, KOBÉ, YOKOHAMA, AND SHANGHAI.

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MASSILLON, KOBÉ, YOKOHAMA, AND SHANGHAI.

## VESSELS ON THE BERTH

## UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(HAMBURG AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

MASSILLON, KOBÉ, YOKOHAMA, AND SHANGHAI.

MASSILLON, KOBÉ, YOKOHAMA, AND SHANGHAI.

MASSILLON, KOBÉ, YOKOHAMA, AND SHANGHAI.

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MASSILLON, KOBÉ, YOKOHAMA, AND SHANGHAI.

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

NOTICE.

STEAM FOR SINGAPORE, PENANG, AND HONGKONG.

MASSILLON, KOBÉ, YOKOHAMA, AND SHANGHAI.

MASSILLON, KOBÉ, YOKOHAMA, AND SHANGHAI.

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